

The Hongkong Telegraph.

N°. 2064.

TUESDAY, OCTOBER 23, 1888.

SIX DOLLARS
PER QUARTER

Banks.

HONGKONG AND SHANGHAI
BANKING CORPORATION.

PAID-UP CAPITAL \$7,500,000
RESERVE FUND 4,000,000
RESERVE LIABILITY OF 7,500,000
PROPRIETORS

COURT OF DIRECTORS:
CHAIRMAN—Hon. JOHN BELL-IRVING.
DEPUTY CHAIRMAN—W. H. BURGES, Esq.
C. D. BOTTOMLEY, Esq. S. C. MICHAELSEN, Esq.
W. G. BRODIE, Esq. J. S. MOSES, Esq.
H. L. DALRYMPLE, Esq. L. POSENICKER, Esq.
F. H. HOLLIDAY, Esq. N. A. SIRS, Esq.
B. LAYTON, Esq. E. A. SOLOMON, Esq.

CHIEF MANAGER.
HONGKONG—THOMAS JACKSON, Esq.
MANAGER.

SHANGHAI—FENWEN CAMERON, Esq.
LONDON BANKERS—LONDON AND
COUNTY BANK.

HONGKONG—INTEREST ALLOWED.
ON CURRENT DEPOSIT ACCOUNT at
the rate of 2 per cent. per Annum on the
daily balance.

ON FIXED DEPOSITS:
For 3 months, 3 per cent. per Annum.
For 6 months, 4 per cent. per Annum.
For 12 months, 5 per cent. per Annum.

LOCAL BILLS DISCOUNTED.
CREDITS granted on approved Securities,
and every description of BANKING and
EXCHANGE business transacted.

DRAFTS granted in London, and the chief
commercial places in Europe, India, Australia,
America, China and Japan.

T. JACKSON,
Chief Manager.

Hongkong, 4th September, 1888.

**RULES
OF THE
HONGKONG SAVINGS
BANK.**

1.—THE BUSINESS of the above BANK
will be conducted by the HONGKONG
AND SHANGHAI BANKING
CORPORATION, on their premises in
Hongkong. Business Hours on WEEK-
DAYS, 10 to 3; SATURDAYS, 10 to 1.

2.—SUMS LESS THAN \$1, OR MORE THAN
\$250 at one time will not be received. No
Depositor may deposit more than \$2,500
in any one year.

3.—DEPOSITORS in the SAVINGS BANK,
having \$100, or more, at their credit may at
their option transfer the same to the HONG-
KONG AND SHANGHAI BANKING
CORPORATION on fixed deposit for 12
months at 5 per cent. per annum interest.

4.—INTEREST at the rate of 3½% per
annum will be allowed to Depositors on
their daily balances.

5.—EACH DEPOSITOR will be supplied gratis
with a PASS-BOOK, which must be presented
with each payment or withdrawal.
Depositors must not make any entries them-
selves in their PASS-BOOKS, but should send
them to be written up at least twice a year,
about the beginning of January and
beginning of July.

6.—CORRESPONDENCE as to the Business
of the Bank, if marked on HONGKONG
SAVINGS BANK BUSINESS, will be
forwarded free by the various British Post
Offices in Hongkong and China.

7.—WITHDRAWALS may be made demand,
but the personal attendance of the
Depositor or his duly appointed Agent, and
the production of his PASS-BOOK, are
necessary.

FOR THE HONGKONG AND SHANGHAI
BANKING CORPORATION.

T. JACKSON,
Chief Manager.

Hongkong, 1st September, 1888.

**THE NEW ORIENTAL BANK
CORPORATION, LIMITED.**

AUTHORISED CAPITAL £3,000,000.
PAID-UP CAPITAL 500,000.

Registered Office, 40, THREADNEEDLE STREET,
LONDON.

BRANCHES IN INDIA, CHINA, JAPAN
AND THE COLONIES.

THE BANK receives MONEY ON DEPOSIT,
Buys and Sells Bills of EXCHANGE,
ISSUES LETTERS OF CREDIT, towards BILLS for
COLLECTION, and Transacts Banking and
Agency Business generally, on terms to be had
on application.

INTEREST ALLOWED ON DEPOSITS:
Fixed for 12 months, 5 per cent. per Annum.

6 " 4 " "

ON CURRENT DEPOSIT ACCOUNTS
2 per cent. per Annum on the Daily Balance.

APPROVED CLAIMS on the ORIENTAL
BANK CORPORATION, in Liquidation, or the
BALANCES of such claims, purchased on
advantageous terms.

AGENCY OF THE NATIONAL LIFE ASSURANCE
SOCIETY.

E. W. RUTTER,
Manager,
HONGKONG BRANCH.

To be Let.

TO LET.

NOS. 53, 55, 57, PEEL STREET, opposite
UNION CHURCH.
Apply to EDWARD GEORGE,
Hongkong, 6th October, 1888.

TO LET.

ROOMS in "COLLEGE CHAMBERS."
GODOWN in ICE HOUSE LANE, lately
occupied by MESSRS. BUTTERFIELD & SWINE
from the 1st August.
Apply to DAVID SASOON, SONS & CO.
Hongkong, 14th July, 1888.

Estimations.

LANE, CRAWFORD & CO.

HAVE RECEIVED NEW STOCKS OF

CRICKETING GOODS:
BATS, BALLS, STUMPS, LEG-GUARDS, &c.

CAPS, FLANNEL SHIRTS, SHOES, and SCORING BOOKS.

TENNIS GOODS:
BATS and BALLS from Various Makers.

NETS, POLES, COURT MARKERS, &c.

TENNIS SHOES.

BATS RE-STRUNG.

LAWN MOWERS.

BILLIARD TABLES, CUES, BALLS, RESTS, &c.

[LANE, CRAWFORD & CO.]

Hongkong, 7th September, 1888.

Notices of Firms.

NOTICE.

DURING Mr. DENT'S absence from Canton,
Mr. CHARLES JULIUS LAFFRENT and
Mr. FREDERIC ONGLEY SEATON are
authorised to sign for HERBERT DENT & Co. by
procuration.

HERBERT DENT & Co.

Canton, 20th September, 1888.

Insurances.

GENERAL NOTICE.

**THE ON TAI INSURANCE COMPANY,
(LIMITED.)**

CAPITAL TAELS 600,000. \$833,333-33
EQUAL TO \$833,333-33
RESERVE FUND \$240,000.00

BOARD OF DIRECTORS.

LEW SING, Esq. LO YUEN MOON, Esq.

LOU TSO SHUN, Esq.

MANAGER—HO AMEI.

HO AMEI.

MANAGER—HO AMEI.

Intimations.

A. S. WATSON & CO., LTD.

OUR NEW SEASON'S

FLOWER AND VEGETABLE SEEDS

ARE NOW READY.

Flower Parcels of 50 Packets, price, \$10.00

of 20 " " 5.00

Vegetable " of 45 " " 7.53

Single Packets at list prices.

SPECIAL FLORIST'S SEEDS.

In Packets of six or more named varieties,

viz.—

CLOVE, PINKS—PANSIES—PHLOX—
HOLLYHOCKS—PORTULACA; VERBENA
and PETUNIA.

MIGNONETTE MACHEL

(The New Variety).

Priced Catalogue on application.

THE HONGKONG DISPENSARY,
Hongkong, 31st August, 1888.

Hongkong, TUESDAY, OCTOBER 23, 1888:

tion which throughout marked the regime of Governor Bowes has passed away, and that the works of progress so greatly needed will, in reliable and capable hands, be carried into effect without further vexatious delay.

TELEGRAMS.

(Reuter.)

STRIKE OF COLLIES IN ENGLAND.
LONDON, October 21st.

A general strike of colliers has taken place throughout England.

THE GERMAN EMPEROR.

The Emperor of Germany has started for Berlin and it is said has left a good impression upon the Italian people.

(From Straits Times.)

THE EMPEROR WILLIAM AND

THE POPE.

ROME, October 13th.

The Emperor William visited the Pope, who received him in state surrounded by his court and seated him by his side.

After the official reception the Emperor had a private interview with the Pope, and was conducted over the Vatican galleries and St. Peter's, returning afterwards to the Quirinal.

GERMANY AND ITALY.

A grand banquet has been given to the Emperor William at the Quirinal. King Humbert proposed the health of the Emperor in the warmest terms.

In replying to the toast, the Emperor recalled how Italy and Germany won their victory in battle, and drank to the King of Italy and his valiant army.

Count Crispi and Prince Bismarck have exchanged telegrams, dwelling on the value of friendship between the two countries.

CONSPIRACY IN JAVA.

BATAVIA, October 14th.

A conspiracy has been discovered in the residency, Soerakarta, near the boundary of the residency Madiun. Forty-two of the ringleaders have been arrested and 11 who would not surrender, were shot. The disturbances are now completely suppressed.

LOCAL AND GENERAL.

We are informed by the agents (Messrs. Matheson & Co.) that the "Glen" liner *Glenstal*, from New York, left Singapore yesterday for this port.

OUR Amoy correspondent hears that H.M.S. *Lynx* has been ordered to Taiwanfu to protect the foreigners at that port in the event of the expected rising.

The total value of the Japanese trade in July last was yen 8,700,921,320, of which yen 4,775,158,865 represented the exports, and yen 4,024,770,463 the imports.

At the Supreme Court-to-day Mr. Francis applied that judgment might be entered for the defendant in the appeal case, reported yesterday. The Attorney-General not opposing, his Lordship entered judgment accordingly, with costs of the special jury.

MANILA papers to hand by the steamship *Dianante* report a sensational reprieve granted at the eleventh hour by the Governor-General of the Philippine Islands to a criminal named Alum, who had been sentenced to death. The culprit was about to undergo his sentence when an aide-de-camp of the Governor's arrived, at the foot of the scaffold and intimated the unexpected pardon.

SAYS the *Chinese Times*:—There are two permanent "stores" in Peking, one under the protection of the German and the other of the French Legation, but they appear to leave something to be desired, and the question is often asked why some pioneers of commerce do not occupy this field. Of course Peking is by far the most closed to foreign trade, but a very large trade is done nevertheless, not only in foreign imported articles but in Chinese manufactures, such as porcelain, cloisonné, embroideries, &c., the export of which amounts to several hundreds of thousands of taels annually, and agents come from the great houses in Paris and New York, possibly London also, expressly to make purchases of works of art. Time was when some Foreign Ministers, plus royalties *que le Roi*, would oppose with fury any of their nationals attempting to establish business relations in the capital. Experience brings wisdom, and it is probable that the Ministers would now be at least as peaceful and leave objections to the initiative of the Chinese.

AN Agricultural School has been created in Manila, under the auspices of the Spanish Government. Judging by the comprehensive and practical programme of studies which is to form its curriculum, we think the Chinese Government would derive immense advantages by introducing similar institutions throughout its vast territory, particularly in Southern China. The substitution of the primitive methods of tilling the ground, which are still adopted by Chinese husbandmen and land-owners, by the improved scientific systems, and the training of a generation or two of Chinese youths in well-appointed Agricultural institutions would entirely revolutionise rural life and prospects in China and create unheard-of sources of wealth. We call from the Manila *Comercio* the following programme of the proposed Agricultural School in the Philippines:—The object of the institution is to impart a theoretical and practical knowledge with a view to train expert agriculturists and country overseers, to promote by means of experiment and observation the agricultural advancement of the Philippines. The training occupies three years; the subject matter taught in the first year comprises notions of Agronomy, Mathematical drawing, Topography, and Topographic drawing. In the second year the following subjects are taught:—Especial cultivation, Cattle breeding and feeding, Agricultural arts, practical cultivation and agricultural industries, constructions and management of machinery, Machinery and Botanic drawing. In the third year, Rural Economy, Agricultural accounting and legislation, General practice of cultivation, cattle rearing and rural industries, and perspective drawing are taught. The preliminary qualifications required for admission into the Agricultural School are:—Arithmetical, Algebra, and elementary Geometry, Recillionary, Trigonometry, Elements of Natural History, Topography, Elements of Agriculture, Linear and topographic drawing, Elementary Physics and Chemistry. Let us for one moment imagine such a course of studies introduced all over China, placed under Government supervision, and presided over by competent European teachers, and we have a wave of progress and advancement set rolling over the ploughed country.

There are several other important proposals mooted in His Excellency's message to the Legislative Council, which we propose dealing with later on. At present we can safely congratulate the colony that the disgraceful era of stagna-

A MARINE Court will assemble at the Harbour Office to-morrow, the 24th inst., at 10.30 a.m. to enquire into the circumstances connected with the death of Wilkins, A.B., of the steamship *Ghazee*.

CAPTAIN Peterson, of the German steamer *Teratorn*, on arriving at Singapore from Hongkong on Saturday the 13th inst., with 418 Chinese passengers, reported that three of his passengers jumped overboard and seven swam ashore while his vessel was off Green Island.

SCENE.—in the neighbourhood of the Roman Catholic Cathedral on the night of the Pope's Jubilee.

Globe-trotter to Lusitanian, master—"What is all this illumination for?"

Master—"His Holiness' jubilee."

Globe-trotter—"Is the Pope coming to Hongkong?"

Master—"No, this is to celebrate his coming of age." The Globe-trotter collapses.

At the Police Court this morning two Chinese employed in the Post Office were charged with stealing a bill of exchange, value \$400. The bill was sent in an ordinary letter, directed to the Tye Hing Wo, Lung Lok Street, which was asked for, and delivered to, an unknown person, although, it is said, the messenger of Tye Hing Wo was known to the distributor. It afterwards wandered through two branch post offices, and was at length delivered to the addressee by one of the prisoners. The master, however, noticing that the corner was torn, detained the postman, and when the bill was missed, gave him into custody. The other man was alleged to have been concerned in the affair. The bill had in the meantime been cashed at the Hongkong and Shanghai Bank. The case was remanded.

The affiliation of the Hongkong Public Schools with the London University, an event heralded by the examinations for the degree of B. A. which are at present going on under the auspices of the Inspector General of Schools, has been held to mark a new epoch in the history of our educational institutions. While acknowledging the advantages to be derived from the opportunities of acquiring University degrees in this far distant dependency of the British Empire, we hardly think the movement is such a boon as our evening contemporary tries to make out. University qualifications are very good where they may be very useful. In this essentially commercial colony of ours advancement and preferment in the remunerative professions are generally to be obtained by mercantile sagacity, by good connections, and by capital. *Les carrières ouvertes aux talents* are not, with slight exceptions, to be found here, as they can be found at home and all over Europe. A University degree, or ten such degrees appended to one's name, will not guarantee him his daily bread or ensure success to his undertakings in this part of the world. Scholastic honour may prove a sufficient incentive to the rising generation of the colony, but their validity or utility to their possessors in the near future are, in our opinion, rather problematical. It will hardly be contested that all our youths, or even the majority of them, cannot profit by their University degrees at home; the majority of them will naturally follow in the footsteps of their nearest relations, who are engaged in commercial pursuits in the Far East. A small minority may eventually seek for employment at home, and to these alone, University qualifications may become useful, although we cannot guess what direction. The colony at large will never materially benefit by the affiliation movement set on foot. What is wanted here is a system of education that will transform our rising generation into a real men of business, whether they follow a commercial life or "go in" for one of the so-called professions. The immense resources for trade, engineering and mining which will be offered by vast Cathay, when its gates are thoroughly opened to European enterprise, will demand experienced and able men, not merely men able to put the letters B. A. after their names. If Hongkong with its Colleges and public schools does not supply this demand but sends out instead a succession of university men to cultivate the resources of China and Japan, then it will be all the worse for Hongkong and its future prospects. When we shall come to a practical understanding of the necessity of altering our systems of tuition to suit the requirements of the times and of the place we live in, then we can safely say that a movement has been started which marks an important epoch in the history of our educational progress.

THE first instalment of Subscription griffins for the Hongkong Race Meeting of 1886 arrived from Shanghai yesterday and were drawn for at Kennedy's Horse Repository this afternoon in the presence of a fair sprinkling of local "sports." The ponies, 12 in number, may be described as all round level lot, and, at all events so far as appearances go, quite up to the usual standard. No. 1, a very lengthy iron-grey, was drawn for Mr. J. D. Humphreys, and although this rascally colour is not in his favor, he is quite likely to carry the popular "blue and white sleeves" prominently, especially in short races. Mr. E. L. Woodin, whose success in past years with his Subscription griffins have been almost phenomenal, had No. 2 set aside for him—a cleverly-shaped dapple grey, with capital racing points, but a trifle on the small side. This pony is certain to gallop, and so will No. 3 should all go well in training. This latter, a fine, upstanding white or grey, with all the shadings of a high class rascally, should make a bold shadower in the historical yellow jacket of the MacCionnells. Albeit as poor as a crow, there is a good deal to admire in Mr. H. Lightwood's one ewe lamb, (No. 4) an old fashioned dun of the Tsimshai stamp, that ought to be up to the mark with ordinary luck to develop into a useful pony. Mr. Richardson of the 91st Regiment scored No. 5, a fiery-bitten grey that would immediately strike a judge of racing stock as being rather too light in his hind quarters to be quite all that could be wished—but then ponies race in all shapes, and this may be one of the sort that can gallop *griffe*, make and shape. Mr. S. J. Danby's grey (No. 6) is big enough for anything, and will be found a rare weight carrier. A nice looking white (No. 7), with good shapes, ought to do credit to Mr. Mody's pretty colours, and a hardy looking customer is the chestnut (No. 8) which fell to a confederate racing under the name of Mr. Phillips. This chestnut has a cut on his forelock joint, but it is only a superficial injury that will soon heal up. If appearances may be trusted, Mr. D. Nowell's first investment in Subscription griffin stock appears likely to prove a profitable one. His chestnut (No. 9) is a big racing pony that is bound to gallop—in fact, there is not a more promising rascally in the whole mob. Mr. Humphreys again chipped in for No. 10, a very handsome black or brown that is the very spic of gallop. A dappled grey or dun, (No. 11) with his legs striped like a zebra, was allotted to Mr. E. J. Coxon; this pony stands true as a donkey on a capital set of limbs, and it will be strange indeed if he does not display a rare dash of speed. The last of the lot (No. 12) is in very poor condition, but he will get over that in a few weeks, and although a fine small gelding shows good points in other respects, that it is on the cards he will win Mr. Vernon his first race. The next instalment of the griffins are expected by the steamer *Castor*, due about the end of the week.

THE RIOTS IN FORMOSA.

An officer on the steamship *Thales*, which arrived yesterday from Formosa, states that whilst they lay at anchor a few miles from Taiwanfu, rumours reached them of serious riots at *Lien* station, being destroyed very near that place, and the attitude of the natives so threatening that a conference was held among the foreign residents to discuss the advisability of sending to Hongkong for a gunboat.

A FAR EASTERN ROMANCE.

PROLOGUE.

Francis Andrew Nisbet, a handsome young Scotchman from the long-boat 'Kirkcaldy', employed in a well-known London engineering establishment, like many hundreds of other young fellows, initially situated, became stage-struck, and in his discontent graduated on the 21st of August, 1888, from Frank Weston's mis-

cent specimen of manhood, over six feet in height, with a fresh complexion and curling sunny hair that surmounted a head and face the gods might have envied. Frank Weston was a pretty good *femme premier*, although nothing of the common, but his personal attributes carried him through and he met with a considerable amount of success, especially amongst the women. After a time he won the affections of a talented and popular actress, and married her. She has been dead for years, so we withhold a name that was once honored and respected by all who knew her. After, or it may possibly have been, before, his wife's death, he turned up in San Francisco as agent for a leading circus. Amongst other *artistes* in that mammoth establishment was a lady named Ada Templeton, who was alike famed for her equestrian abilities and her surpassing personal charms, and it was not particularly surprising that the dashin' Scotchman quickly became strongly enamoured of the fair equestrienne. We are not in a position to say exactly how their course of wooing went along, but it appears to have been a case of Romeo and Juliet's.

Good night, good night, parting is such sweet sorrow,

That I shall say good night, till it be tomorrow.

The Scottish representatives scored a glorious victory in the international four-oar race for the Ladies Plate at the Shanghai Regatta on Wednesday last (Oct. 17th). Three boats came to the post, representing Germany, England and Scotland respectively, and the event was a foregone conclusion for the Germans, who won the toss and rapidly tailed off, the other two boats rowing a tremendous race all the way, Scotland just leading until a very short distance from the winning post, where the Germans drew up and for a moment showed in front. The Scotch stroked then spurred and his crew racing gamely they gradually went to the front and won by two lengths, their success being hailed with great enthusiasm. The following gentlemen manned the winning boat:—

1. SCOTT CRWW.

St. Andrew's Cross. st. lbs.

Bow—W. Buchanan 12 0

3—C. M. Adamson 12 1

3—W. L. Muir 11 6

Stroke—R. M. Campbell 13 3

Cox—J. Hall 10 5

If Mr. J. J. Dunn's Trading and Planting Company in British North Borneo has "no need of advertisement here," as stated in the correspondence column of this morning's *Daily Press*, it would be interesting to know the philanthropic motives which induced that no doubt worthy gentleman to air himself with so much ostentation in the local press. If Mr. J. J. Dunn's object was merely to give the public information regarding Borneo and its commercial prospects, we fail to see why he should have thought it necessary to "crack up" the Company of which he is Chairman, at the expense of Messrs. Abrahamson & Co.—rival firm that did good service in the new territory before Mr. Dunn and the speculative enterprise of which he is the interested advocate were ever heard of in the Far East. We are not personally concerned either in Mr. J. J. Dunn or in his Trading and Planting Company, but as in some respects we represent the public, our interests in the success of British North Borneo are probably much greater and are certainly far more reliable than those of any unknown crowd of English speculators. Mr. Dunn was at perfect liberty to laud to the skies the remarkably "good things" which he and his co-partners intend with such characteristic liberality to keep to themselves; but he certainly had no justification in running down the business of other people, and in his conduct in this respect which throws a very serious doubt on the *bona fides* both of himself and the Company which he represents so ably and so modestly. Mr. Dunn's assertions which exception was taken by a correspondent who is certainly a more reliable authority than the Chairman of the Borneo Trading and Planting Co., were that "Messrs. Abrahamson & Co. possess neither land nor saw-mills in British North Borneo and they are now unlikely to acquire them." There was no necessity for any such statement, and it is quite evident that it was made for the express purpose of prejudicing the interests of Messrs. Abrahamson & Co. Our correspondent stoutly maintained Mr. Dunn's statement of "direct falsehood" and we, from our own knowledge, were in a position to support the contradiction. And now that Mr. Dunn has taken the trouble to justify himself, we do not hesitate to say that the statement was not only false, but it was mean and contemptible in the very highest degree. Messrs. Abrahamson & Co. now concedes, *ad lassus* over certain lands in Borneo which have years to run, and he also admits that they can obtain 5,000 acres whenever they please. The fact that five thousand acres are too small for timber to be worked profitably—if it be a fact, which we gravely doubt—has nothing to do with the original contention. Nobody ever said that Messrs. Abrahamson & Co. had a saw-mill in Borneo; but how does Mr. Dunn know that "they are now unlikely to acquire one?" As a matter of fact he knows nothing about the matter, and in glorifying his own "prudent foresight" and advertising the merits of an enterprise which so far has been anything but a conspicuous success, he merely "chances his arm." We have no doubt whatever that Messrs. Abrahamson & Co. will manage to surmount all the imaginary difficulties so laboriously detailed by Mr. J. J. Dunn, and are quite prepared to see the pioneer firm of British North Borneo existing in well deserved prosperity long after the Borneo Trading and Planting Co., Ltd., has gone over to the great majority. Mr. Dunn suggests that if the shares of the East Borneo Tobacco Co. are worth 100 per cent. premium, the shares of his Company are of incalculable value, and that he means to keep them. We are certain that, so far as Hongkong is concerned, he may keep them and welcome. There is nobody here yearning to invest in the *Castor* of the Borneo Trading and Planting Co., the music loving inhabitants of Manila he managed to get hold of a big dose of fever which laid him helpless on his back in a strange land amongst strangers, and which left his loving spouse destitute. They once again parted, and one who was there described the scene on the deck of the steamer as most affecting. Jessie returned to the Isle of Fragrant Waters, whilst Frank "lay back" to recuperate both his health and his finances. Remenyi, who was performing in the provinces, did not return to Manila, and so Weston had to make the best of his way back to Hongkong, a mere wreck of his former self. He found a good Samaritan who advanced his passage money to Singapore (which has never been repaid) where he arrived safely, and thence he proceeded to Calcutta. With the assistance of Lord William Beresford a benefit performance was got up for the broken down "pro" and 1,000 rupees were realized, which enabled Weston to "make tracks" for Australia, he conveniently ignoring both his wife's existence and the other obligations he had incurred in the Far East. From Australia he is assumed to have gone to South Africa where he probably now is, as dashing and debonair as ever. And now for the denouement.

A DIVORCE.

On Monday, August 16th, at Shanghai, by the Rev. Young J. Allen, Francis Andrew Nesbit (professionally known as Frank Weston, in this Consulate). He was agent for the Remenyi Concert Co. After the marriage I stayed in Shanghai about three weeks; from there we went to Foochow, and Hongkong, thence to Manila. We remained there about three months. While in Manila the respondent paid for my living for the first two months, but after that he had no money and I paid my own way. When I asked him for money he said he had none to give me and told me to go away. It was through

"storms" and the fires being drowned out. The further efforts of the engineers with the donkey-boiler on deck were rendered abortive from the "list" being so great as to endanger the boiler, exploding.

6. That although the storm was of exceptional violence, the vessel would have weathered it but for the reason adduced in par. 5, and that all hands on board appear to have done their utmost under the trying circumstances in which they were placed, the Engineers especially leaving no expedient untried to free the holds of water.

7. That no blame attaches to the Master, Officers, and crew, of the *Kildare* for the loss of the vessel, and that she was not prematurely abandoned is borne out by the action of the Master of the *Iphigenia*, who had every inducement to attempt the saving of so valuable a prize, and that he declined to hazard the lives of his crew or his vessel in what he deemed a hopeless undertaking.

8. The Court desires to record its appreciation of the praiseworthy conduct of the Commander of the German steamer *Iphigenia* in rescuing the crew of the *Kildare* and more especially of his careful treatment of the injured men.

ST. ANDREW'S SOCIETY OF SHANGHAI.

The annual meeting of the members of this Society was held on Monday night (October 15th) in the Masonic Hall, Mr. Ewen Cameron, in the chair. There were present:—Messrs. John Macgregor, R. M. Campbell, J. Ferrier, Colin Buchanan, Drummond Hay, (Committee); Captain McEuen, Dr. Sloan, Messrs. J. W. MacAvish, Brodie Clarke, J. B. Lamont, W. G. Gibson, D. T. Bink, H. A. Macroy, Alex. Stewart, J. K. Morrison, James Hall, Alex. Robertson, R. L. Smith, F. Kennedy, J. A. Stewart, Wm. Stuart, S. M. McLeish, Hector Morrison, W. G. Pirie, D. Glass, and Capt. J. P. Lowe.

The Chairman, in opening the proceedings, said that they might fairly congratulate themselves upon the position of the Society. As would be seen from the Report, the number of members had increased considerably since this time last year, and they had a balance of upwards of Tls. 700 in the Bank. The call upon the Society's Charity fund during the year had been neither numerous nor heavy, which was satisfactory, as shewing that the number of their countrymen who were unfortunate during the past year had been comparatively few. The ball given on St. Andrew's day last year was a pronounced success, and on account of the exertion of their energetic Hon. Secretary it was also very successful from a financial point of view. Though the Society was in a flourishing condition they should not be satisfied with their present success, and he trusted that the time was not far distant when the St. Andrew's Society would be able to do something more than relieve cases of casual distress amongst their countrymen.—(Applause.)

Capt. McEuen proposed, and Mr. MacAvish, seconded the adoption of the report and accounts, the motion being carried unanimously.

The election of a Committee was then proceeded with, and the following gentlemen were elected to serve for the coming year:—Messrs. F. H. Bell, Colin Buchanan, R. M. Campbell, Brodie A. Clarke, J. Ferrier, F. V. Grant, Drummond Hay, John Macgregor, J. W. MacAvish, and G. J. Morrison.

On the motion of Mr. R. M. Campbell, seconded by Mr. Buchanan, Mr. John Macgregor was elected President (in place of Mr. Cameron whose approaching return to England precluded his election), and Mr. G. J. Morrison, Vice-President.

Mr. Macgregor, in returning thanks, referred to the difficulty which he would be placed in by having to succeed such a worthy president as Mr. Cameron, whose loss to the Society would be universally regretted. (Applause.)

On the motion of Mr. MacAvish, seconded by Dr. Sloan, it was decided to celebrate the National festival this year by a ball as on last year, an announcement which met the fullest approbation from the meeting.

A brief discussion followed on the amount to be fixed as the subscription on that occasion, and finally on the motion of Mr. Brodie Clarke, seconded by Mr. Alex. Robertson a resolution was carried to the effect that the subscription be fixed at Tls. 10, and \$5 for each guest, which it was shewn would be ample sufficient to meet all expenses connected with the ball.

A hearty vote of thanks to the retiring President having been accorded on the proposition of Mr. Brodie Clarke the meeting separated.—*Courier.*

THE CHINA, TIENSIN AND KAIPING RAILWAY.

Notes from Chinese Papers.

The number of *ku-jin* degrees allotted to the natives of each Province at the triennial examinations at each Provincial capital was fixed at 98 for Szechwan, but as it has been ascertained that since the first raising of land tax there (paid per mu), the average land-revenue per annum has amounted to Tls. 8,000,000 (Six Million Taels), the Provincial Treasurer Sung has reported this to the Viceroy Liu Chung-liang, and he has in a memorandum to the Throne recommended the addition of 20 *ku-jin* degrees, both civil and military, to be conceded for by the natives of this Province. This has been granted.

In seven Districts (Hien) in the Prefecture of Kiang-nung Fu (Nanking), the prolonged drought has caused much damage to crops and provender. In Kao-shun Hien it is not so bad as in the other six, where the cattle's fodder gave out, and the headmen of the villages came in numbers to the city to ask for help from the officials to feed their ploughing cattle, and for a proclamation forbidding their sale to butchers. The Provincial Treasurer Hu granted their request, and sent instructions to the Prefect and District Magistrates under him to publish the necessary prohibition, and he also gave orders for the distribution of food for the cattle, so that when the spring time comes, the season of turning the furrow, their strength may not be lacking to the plough.

The Tang-shan branch has been completed for some time and a large amount of very heavy traffic has been carried on it already; this road is therefore very compact and runs steadily and easily in most parts as some of the best lines at home. The Tientsin branch feels new as yet and the ballast of roadstone has not yet firmly settled; the work on this branch was rather hurriedly completed so as to be in readiness for the Viceroy's projected visit; consequently it does not run by any means as smoothly as the Tang-shan branch.

The permanent way is well ballasted with broken roadstones such as is used for macadamized roads; the rails are half-headed flange fastened with clawspikes to sleepers; these last are not creosoted as is the case at home, it is found that the wood stands as well in its natural state as creosoted timber would; the life of a sleeper here being quite equal to that of those used on home lines, the joints of the rails are made with the ordinary English flange fish plates, bolts and washers, there is very little tendency to slacken as the nuts and washers readily "run" to their places and hold very firmly.

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The points are worked with the simple old fashioned hand switch, a complicated system of interlocking being quite unnecessary and indeed quite unsuited for use by Chinese employees; the signalling is equally primitive, a red and a white hand flag completing the equipment of the signalman who stands outside his hut and waves his signal in just the same style as those old peasants whom we see at the little level-crossing cottages of the railways in the South of France. At important stations of that kind the signal flag is hoisted upon a high flagstaff.

The great part of the line is simple with loops at the stations; each piece of single line being worked with a train staff.

The bridge work is especially worthy of comment and praise; near Chun-hang-chang is a very fine iron girder bridge, splendidly fitted together and so constructed that it can at any time be widened so as to admit of a double line of rails; another equally good piece of work is the girder and swing bridge across the Peh-jiang river, a stream considerably wider than that at Chun-hang-chang; these two bridges were erected respectively by Mr. Vowles and Mr. Richeba, acting under the Engineer-in-Chief Mr. Kinder, and are at once an ornament to the line and a credit to the engineers.

The trains are rather strongly made up, carrying both passengers and goods at the same time; immediately behind the engine is a long second class car partitioned down the middle and having sitting accommodation along the sides of the car and on either side of the partition; in these cars the ordinary Chinese tradesmen travel; next comes a long open truck doing duty as a kind of third class, having plank seats all round and piled up in the middle with baggage, fruit, fish and merchandise of all sorts; the Chinese labourers travel in this "carriage" which is also supplied with plenty of turpentine to protect both passengers and freight in case of rain; next comes the 1st class car built after the model of the Americans; those on the Tientsin branch are very fine and comfortable, but those on the Tang-shan line are only temporarily in use and might well be improved and provided like the Tientsin cars with lavatory and private couples; behind the 1st class cars come baggage wagons and trucks *et cetera*. All the carriages and trucks are connected by American spring buffers and chain couplers and the whole makes a long and more or less imposing train.

Starting from Tientsin at 9 a.m., forty minutes' run brings you to Chun-hang-chang and forty more to Tong-ku, the train stopping only once on the journey; the half hour's waiting at Tong-ku is by no means pleasant, for though a fine hall of reception has been erected there for the Viceroy to occupy on the opening day, the station is without any proper waiting room accommodation for first class passengers who have to stand in the midst of a crowd of excited and anxious Chinese in the booking hall and to submit, as the writer did, to be questioned as to which is the proper train and whether it will go before the time and if one could get on if he went to meet it and as to what railways are like in Europe, &c., &c., all of which may afford a good half hour's amusement for the first time, but is likely to grow wearying with repetition.

At 11 a.m. the train for Tang-shan starts; half an hour's run brings you to the Peh Tang River and the fine bridge already referred to; in a little over an hour more, passing Hanku at 10.15 on that part of route; here the Railway Co. have extensive buildings and some res'dent foreign officials. Another hour's run reaches Tong-Fong a small roadside station and half an hour more brings you to Su Ko Chwang where the Company have engine sheds, repairing shops and quite a busy establishment.

In about half an hour more you come in sight of the two great hills from which Tang-shan takes its name, and by 3 o'clock you arrive at the terminus which is by far the neatest and best appointed station upon the whole line.

The whole journey of about 100 miles is completed in 5 hours, not reckoning the half-hour's waiting at Tong-ku, the average speed is nearly 20 miles an hour and would be greater but for the many rather critical pieces of road where it is necessary to slacken considerably; when the ballast has been thoroughly well packed in and the line has settled a little more, the Company intend to run trains regularly at between 30 and 40 miles an hour.

The fares are very reasonable, \$1.00 covering the expense of first class accommodation for the whole journey; the line is evidently very popular and large numbers of Chinese travel by it daily, they do not seem to fear the speed and innocently remark "This compared with riding in a cart is quick;" immense quantities of goods, going inland and of coals, earthenware and bricks coming to the coast are also carried daily and the line is bound to be a thoroughly good paying concern.

It does great honour to those who have worked long and hard against prejudice, opposition and physical difficulties to complete it, and one would think there should be little doubt but that its obvious usefulness will induce the powers that be to promote another line, and by the starting of a railway through Southern Chihli, Shantung and Kiangsi open up the great orchard country of Shantung and develop more fully the industries of the interior.—*F. B. T.* in *N. C. Daily News.*

NOTES FROM CHINESE PAPERS.

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WUHU.

Wuhu, about half way between Chinkiang and Kiu-kiang, seems to be one of the pleasantest ports on the Yangtze. It is not crowded in amongst Chinese houses, but lies amongst hills, and is exceptionally rich in Pagodas, that in the China town, just where a wide gulf crowded with inlets diverses from the main river, being one of the grandest and most ancient looking I have seen. The European community is small, one man single-handed representing the Merchant Prince of China. The Consul's house stands upon a hill with a fine view, the Commissioner's house on a still higher hill with a finer view; the Missionaries have withdrawn themselves to a distance of several miles, where their beautiful looking houses well situated on a hill overlooking the river, and surrounded by uninhabited country, elicit many expressions of envy from merchant-captains and engineers, who judging by their exterior near Wuhu are fain to pronounce a China Missionary's life a very easy one. But nestled in beneath their chateaux is a School, and the education of the young is probably supplied with plenty of turpentine to protect both passengers and freight in case of rain; next comes the 1st class car built after the model of the Americans; those on the Tientsin branch are very fine and comfortable, but those on the Tang-shan line are only temporarily in use and might well be improved and provided like the Tientsin cars with lavatory and private couples; behind the 1st class cars come baggage wagons and trucks *et cetera*. All the carriages and trucks are connected by American spring buffers and chain couplers and the whole makes a long and more or less imposing train.

The trains are rather strongly made up, carrying both passengers and goods at the same time;

the lanterns were mostly red, but there were occasionally others more elaborate; the effect was very pretty even by day, and would be still prettier by night. Every now and then in the middle of the narrow street were stood a sort of altars with candles and artificial flowers, and at all the doors and at all the windows were all the inhabitants of the village in their gala clothes, silently waiting there to see us pass. I never saw such a complete turn out of a village. As we passed by number of men and boys fell out and followed us. We passed by large lotus ponds and temples, whose admirable proportions and air of utter desolation much tempted me to pause. But even was drawing on, and many hundreds were now following us. It seemed more convenient to enter our boat and push off, looking out for long legged clear coloured cranes, and fire flies, which they flew board our boat turned out to be fat luminous beetles.

And now the pleasant week has come to an end, and the water of the Yangtze flows yellow brown, as we pass by fields of millet and sorghum, quiet farms set in by trees, temples, fine curved roofs, distant blue mountains, and creeks full of masts leading up to them. Here is a town all agog. Blue gowned Chinamen massed by hundreds here, there, and again there in each clear space by the water to see the steamer pass, by blue gowned men and red robed women standing out against the sky in high up Hsi-tai, staring with all their might and main. There is a wedding procession with gay scarlet umbrellas, or is it some grand Mandarin the people are well coming? For there are triumphal arches: There are frightened buffaloes, and homely peasants pausing from their daily toil. We pass by in the steamer, as we do in life, seeing the outside of many public events, of many individual lives, ignorant altogether of those realities below, which make life worth living to the people we pass by, going about our own business, and wholly preoccupied by it, as they are by theirs.—*N. C. Daily News.*

THE ANNUAL GENERAL MEETING

OF THE LONDON ASSURANCE CORPORATION, INCORPORATED BY ROYAL CHARTER, A.D. 1720.

THE Undersigned having been appointed Agents for the MARINE DEPARTMENT, are prepared to issue POLICIES OF INSURANCE at CURRENT RATES, payable either here or in London, and/or the principal Eastern and Australian Ports.

ARNHOLD, KARBERG & Co., Agents, For the London Assurance Corporation, Marine Branch. Hongkong, 20th October, 1888. [1061]

NOTICE.

THE MASONIC CLUB, LIMITED.

THE CERTIFICATE dated 9th August, 1886, of the Shares Nos. 221/201 in this Club, standing in the name of Mr. J. S. WYLLIE has been LOST, and at the expiration of One Week from the date hereof the above document be not forthcoming another Certificate will be issued by the Club and thereafter no other will be acknowledged.

W. H. WALLACE, Hon. Sec.

Hongkong, 20th October, 1888. [1062]

NOTICE.

THE PEIHO TUG AND LIGHTER COMPANY.

ARE still prepared to Lighter Ships or Steamers at the TAKU BAR, for Three Dollars Cents (3c.) per picul.

Owners or Agents of Steamers or Vessels are requested to notify the Undersigned by telegram or otherwise, the date of departure of their vessels, so as to enable him to do the work quickly.

Unnotified work at the Bar will be done at the current rate of Five Cents per Picul (5c.).

JAMES WATTS, Manager.

Messrs. WILSON & Co., Agents, Tientsin.

Taku, 13th October, 1888. [1066]

CANTON INSURANCE OFFICE, LIMITED.

NOTICE TO SHAREHOLDERS.

THE SEVENTH ORDINARY GENERAL MEETING OF SHAREHOLDERS will be held at the Office of the Undersigned at 12 o'clock (Noon), on SATURDAY, the 27th October instant.

The TRANSFER BOOKS of the Company will be CLOSED from the 13th to the 27th inst., both days inclusively.

JARDINE, MATHESON & Co., General Agents, CANTON INSURANCE OFFICE, LIMITED. Hongkong, 8th October, 1888. [1009]

PROSPECTUS.

SINGAPORE HOTEL COMPANY, LIMITED.

INCORPORATED UNDER THE "INDIAN COMPANIES' ACT, 1860."

CAPITAL: \$750,000 (with power to increase), divided into 7,500 shares of \$100 each, payable as follow:

\$20 ON ALLOTMENT, \$20 ON ALLOTMENT, Father Calls not exceeding \$20 each, to be made at intervals of not less than three months.

(It is not expected that more than \$5 per share will be called up before the end of 1889.)

If no allotment be made, the deposit will be returned in full.

Share Lists will CLOSE on 14th November, 1888.

DIRECTORS:

WILLIAM ADAMSON, Esq., (Messrs. GILFILIAN WOOD & Co.)

ANDREW CURRIE, Esq., (The BORNEO COMPANY, LIMITED)

WILLIAM DOUGLASS, Esq., (Manager, CHARTERED BANK OF INDIA, AUSTRALIA AND CHINA.)

HON. J. FINLAYSON, M.L.C., (Messrs. BOUSTEAD & Co.)

Commercial.

TO-DAY.
THE SHARE MARKET.

1 o'clock.
Business still continues very quiet, and as a consequence most of the leading stocks are rather weaker than when we last wrote. A few Docks changed hands this forenoon at 34 per cent. premium, and there are further buyers at that quotation. Steamboats have been done for the end of the month at 218, and for cash at 217, and there are sellers at these rates. China Sugars are weak at 184, and Luzons are on offer at 78. Other quotations speak for themselves.

5 o'clock.

A few small sales of Banks at 150 were booked this afternoon, and at this rate additional shares could be obtained. Steamboats have again been done at 218 for the end of the month and also, to a small extent, at 221 for January. China Sugars and the Tonquin Coal Co.'s shares have been placed at subjoined quotations. Nothing else requires special mention.

CLOSING QUOTATIONS.

Hongkong and Shanghai Bank—150 per cent. premium, sales and sellers.

Union Insurance Society of Canton—\$85 per share, ex. div. buyers.

China Traders' Insurance Company—\$68 per share, buyers.

North China Insurance—Tls. 285 per share, buyers.

Canton Insurance Company, Limited—\$98 per share, buyers.

Yangtze Insurance Association—Tls. 95 per share, sellers.

Chinese Insurance Company—\$65 per share, buyers.

On Tai Insurance Company, Limited—Tls. 150, per share.

Hongkong Fire Insurance Company—\$335 per share, sellers.

China Fire Insurance Company—\$74 per share, sellers.

Hongkong and Whampoa Dock Company, 34 per cent. premium, sales and buyers.

Hongkong, Canton, and Macao Steamboat Co.—\$218 per share, sellers.

China and Manila Steam Ship Company—115 per share, sellers.

Hongkong Gas Company—\$135 per share, sellers.

Hongkong Hotel Company, \$165 per share, sellers.

Indo-China Steam Navigation Company, Limited—17 per cent. dis. sellers.

Douglas Steamship Company—\$53 per share, sellers.

China Sugar Refining Company, Limited—\$184 per share, sales and sellers.

Luzon Sugar Refining Company, Limited—\$78 per share, buyers.

Hongkong Ice Company—\$80 per share, buyers.

Hongkong and China Bakery Company, Limited, \$80 per share.

Hongkong Dairy Farm Co., Limited—\$131 per share, buyers.

A. S. Watson & Co., Limited—100 per cent. premium, sellers.

Chinese Imperial Loan of 1884 B—3 per cent. premium.

Chinese Imperial Loan of 1884 C—5 per cent. premium buyers.

Chinese Imperial Loan of 1886 E—11 per cent. premium.

Hongkong Rope Manufacturing Company, Limited—\$75 per share, sellers.

Perak Tin Mining and Smelting Company—\$5 per share, nominal.

Punjum and Sunghee Dua Samantan Mining Co.—\$104 per share, sellers.

Hongkong and Kowloon Wharf and Godown Company—60 per cent. premium, buyers.

Tonquin Coal Mining Co.—70 per cent. premium, sales and buyers.

The Hongkong High-Level Tramway Co., Limited—225 per cent. premium, buyers.

The East Horne Planting Co., Limited—\$48 per share, sellers.

Cruickshank & Co., Ltd.—\$50 per share, sellers.

EXCHANGE.

ON LONDON.—Bank, T. T.3/08

Bank Bills, on demand3/08

Bank Bills, at 30 days' sight3/1

Credits at 4 months' sight3/1

Documentary Bills, at 4 months' sight3/18

ON PARIS.—Bank Bills, on demand3.81

Credits, at 4 months' sight3.97

ON INDIA, T. T.223

On Demand.223

ON SHANGHAI.—Bank, T. T.221

Private, 30 days' sight73

EXPORT CARGOES.

Per Oceanic, ship, for Yokohama—10,000 bags

Sugar, and 588 packages Merchandise. For

San Francisco—8,525 bags Sugar, and 7,019

packages Merchandise. For Port beyond San

Francisco—9,578 bags Rice, 2,737 packages

Merchandise, and 21 cases Silks. For Over-

land Port—1,730 packages Tea, 102 boxes Raw

Silk, 64 cases Silks, and 14 packages Merchan-

dis.

Per Monrovia, ship, for New York—13,679

rolls Matting, 10,922 packages Fire Crackers,

500 boxes Preserves, 219 packages Rattanware,

150 boxes Cassis, 121 boxes Rattanware, 77 cases

Chinaware, 30 packages Canes, 21 boxes Essen-

tial Oil, 12 boxes Goat Skin Rugs, and 631

packages Merchandise.

OPPIUM MARKET.—THIS DAY.

NEW MALWA, per picul.\$645

OLD MALWA, per picul.\$600

NEW PATNA, (without choice) per chest.\$555

NEW PATNA, (first choice) per chest.\$578

NEW PATNA, (bottom) per chest.\$578

NEW PATNA, (second choice) per chest.\$528

NEW BENARES, (without choice) per chest.\$424

NEW BENARES, (bottom) per chest.\$528

OLD BENARES, per chest.\$550

OLD BENARES, (bottom) per chest.\$560

NEW PERSIAN (best quality) per picul.\$600

OLD PERSIAN (second quality) per picul.\$580

OLD PERSIAN (third quality) per picul.\$580

OLD PERSIAN (fourth quality) per picul.\$580

OLD PERSIAN (fifth quality) per picul.\$580

OLD PERSIAN (sixth quality) per picul.\$580

OLD PERSIAN (seventh quality) per picul.\$580

OLD PERSIAN (eighth quality) per picul.\$580

OLD PERSIAN (ninth quality) per picul.\$580

OLD PERSIAN (tenth quality) per picul.\$580

OLD PERSIAN (eleventh quality) per picul.\$580

OLD PERSIAN (twelfth quality) per picul.\$580

OLD PERSIAN (thirteenth quality) per picul.\$580

OLD PERSIAN (fourteenth quality) per picul.\$580

OLD PERSIAN (fifteenth quality) per picul.\$580

OLD PERSIAN (sixteenth quality) per picul.\$580

OLD PERSIAN (seventeenth quality) per picul.\$580

OLD PERSIAN (eighteenth quality) per picul.\$580

OLD PERSIAN (nineteenth quality) per picul.\$580

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OLD PERSIAN (forty-second quality) per picul.\$580

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